



WAGENBORG SHIPPING B.V.

GENERAL REPORT

<input type="checkbox"/> Non-conformity procedure/instruction	<input type="checkbox"/> Damage
<input type="checkbox"/> Customer remark	<input type="checkbox"/> Pollution
<input checked="" type="checkbox"/> Accident	<input type="checkbox"/> Other deficiency
<input type="checkbox"/> Near accident	<input type="checkbox"/> Non-conforming voyage
<input type="checkbox"/> Potential hazard/identified risk	<input type="checkbox"/> Suggestion for improvement

Department/ship:	Deck / <i>Morrison</i>
Name drafter:	F.J.C Bijkerk
Function/rank:	Master
Nationality:	Dutch
Name head of dept/master:	F.J.C Bijkerk
Location/position:	Philadelphia
Ref. to procedure:	
Date:	09-02-2002

Detailed description: See attached statement

Complete this box only in case of an accident	
Name and initials: Unknown	
Kind of injury: Unknown yet <i>C later bligt z gebroken heupen</i>	
Hospitalisation required: <input checked="" type="checkbox"/> yes/ <input type="checkbox"/> no	
Date of birth:	Day accident happened:
Sex: <input checked="" type="checkbox"/> male/ <input type="checkbox"/> female	Date accident: 09 / Sep / 2002
Nationality: American	Time of accident: 16:25
Function: Stevedore	Absence from work: days

If applicable, description of cause of the incident (tick also one or more boxes below):
See attached statement



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<input type="checkbox"/> poor housekeeping	<input type="checkbox"/> lack of supervision	<input type="checkbox"/> documentation related problem
<input type="checkbox"/> hardware defects	<input type="checkbox"/> poor planning	<input type="checkbox"/> standards related problem
<input type="checkbox"/> inadequate protection means	<input type="checkbox"/> poor instructions	<input type="checkbox"/> procedure related problem
<input checked="" type="checkbox"/> unawareness of risk	<input type="checkbox"/> lack of information	<input checked="" type="checkbox"/> instruction related problem
<input type="checkbox"/> wrong handling of tools, etc.	<input type="checkbox"/> substandard design	<input type="checkbox"/> latent or mechanical defect
<input type="checkbox"/> deliberated infringement of instructions/rules	<input type="checkbox"/> wrong application of equipment	<input type="checkbox"/> other,
<input type="checkbox"/> heavy weather	<input type="checkbox"/> communication related problem	
<input type="checkbox"/> lack of training	<input type="checkbox"/> organisational problem	

Proposed or taken corrective action and/or suggestion for improvement:

Signature drafter:

Signature head of dept/master (for notification only):

Description corrective action carried out (to be completed by head of department or master)

Date: 08/ Sept. / 2002
 By (name), (function) T. Bakker. Master
 Signature:

Closed by QAD (date): 01/10/02 By (name):

Please add pages if not sufficient space is available in the boxes

Philadelphia,
08 September 2002

MV MORRABORG

The 8th of September, motorvessel "MORRABORG" arrived at Philadelphia to discharge a cargo of paperreels and timberpackages.

Discharging commenced the 8th, at 13:00 LT with 2 gangs.

One gang was discharging paper in hold #1, while the other was discharging timber from the tweendeck of hold #2.

At 16:23LT the stevedores lifted the last hoist of timber from the tweendeck. This hoist consisted out of 4 units, each unit consisting of 5 packages. The average weight of one package is appr. 1100lbs. Each unit is lifted by means of two slings, each sling has an SWL of 3.5 mt.

This last hoist was taken out and the ships-crew was standby to open the tweendeck.

While this hoist was lowered towards the quay, stevedores started shouting. One end (the far end, at the sheds side) of the unit was rapidly going down. This made the total hoist out of balance, which caused the other end going down as well. Close to this hoist was a stevedore who started to walk backwards when he saw things coming. Unfortunately he was not fast enough, especially because the top packages slid towards him and his way was blocked by the ships side and shore crane. Stevedores are not wearing any personnel protecting aids, e.g. helmets/safety shoes, etc. The unit fell apart and packages slid over and against this stevedore. He was completely covered by timber. All cargo operations were stopped and stevedores and ships crew started to free the victim. Ships stretcher and first aid kit were brought to the site. Professional medical assistance arrived shortly after.

Pictures were taken at the site and hoisting slings inspected. Slings turned out to be broken and cut as well to free the victim.

Accident was closely witnessed by the captain, who was ashore and by the chief officer, who was on deck.

Captain
F. Blaak

Chief Officer
M. Lukassen

